

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY Rumania

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1. The IRC's road construction program for 1950-1951 was limited to the Galati-Beresti-Bujor highway and some minor road repairs in various suburbs of Galati.
2. The construction of the Galati-Beresti-Bujor highway was started in the summer of 1950 and by June 1951 was almost finished. The new road joins the railroad at some distance from Galati and then runs parallel and to the left of the tracks coming from Galati. The surface is of sea sand laid over a stone foundation. Stones were brought from Tulcea and sand from a river near Tulcea. The road is broad enough for two heavy trucks to pass. About 150 workers were employed on its construction.
3. The road is to continue up to the Soviet border, and the section from Bujor to the border is to be built by a different regional unit.
4. Most of the trucks used, whether Skoda or CIS models, have automatic discharging devices, and loading is also mostly mechanical. The driver, who handles most repair work himself, is helped by a second driver.
5. All excavating work for both roadbuilding and for other construction works is paid according to norms and at piece rates. If heavy rains damaged the work already paid for, the workers had to carry out repairs without pay. As a result it was very difficult to find workers willing to work on road construction.
6. In April 1950 a big cave-in occurred in the Siret Canal. The canal was then about 6 m. deep, and the collapse was caused by the breaking through of underground water. According to rumors about a hundred men were killed. As a result the chief engineer at the canal works was arrested.

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